Single Aisle
TECHNICAL TRAINING MANUAL
GENERAL FAMILIARIZATION COURSE - T4 (IAE V2500)
GENERAL LEVEL 1

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GENERAL LEVEL 1

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00 FAMILY TIES PRESENTATION (1)

THE AIRBUS PRODIGY

UGB13131 - U2AT4M0 - UM00PZ000000001

THE AIRBUS PRODIGY

00 SA FAMILY PRESENTATION (1)

AIRCRAFT GENERAL

The Single Aisle is the most advanced family aircraft in service today, with fly-by-wire flight controls.
The A318, A319, A320 and A321 are twin-engine subsonic medium range aircraft.
The family offers a choice of engines:
- International Aero Engines and CFM International for the A319, A320 and A321.
- Pratt & Whitney and CFM International for the A318.

AIRCRAFT DIMENSIONS

The picture shows the main dimensions for the A320.
The A318, A319 and A321 have exactly the same dimensions except that:
- the A318 is 6.12 m (20 ft) shorter,
- the A319 is 3.74 m (12ft 3in) shorter,
- the A321 is 6.93 m (22ft 9in) longer.

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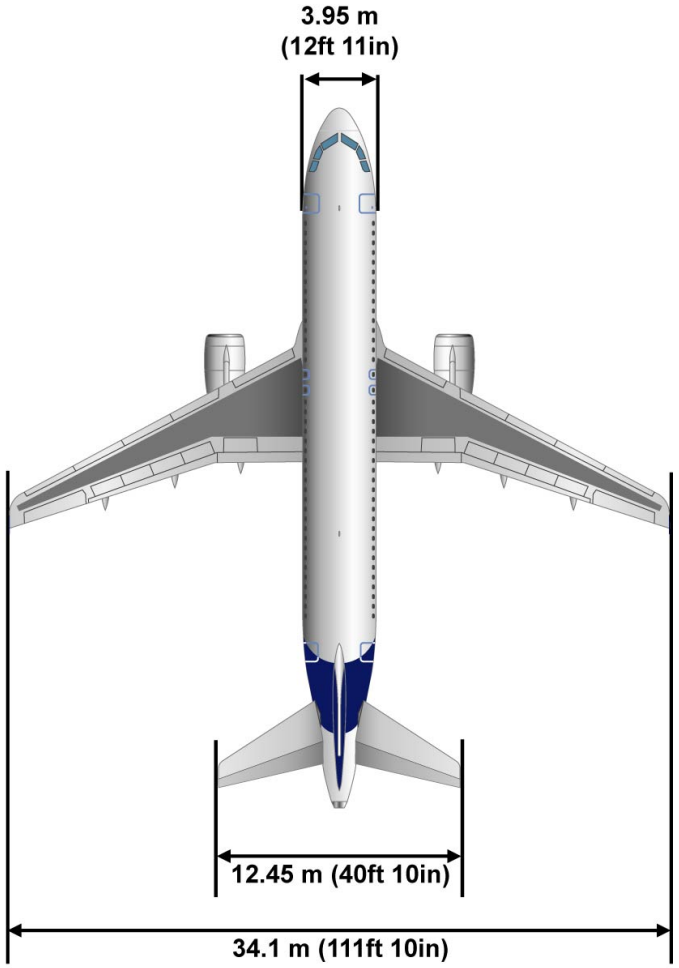
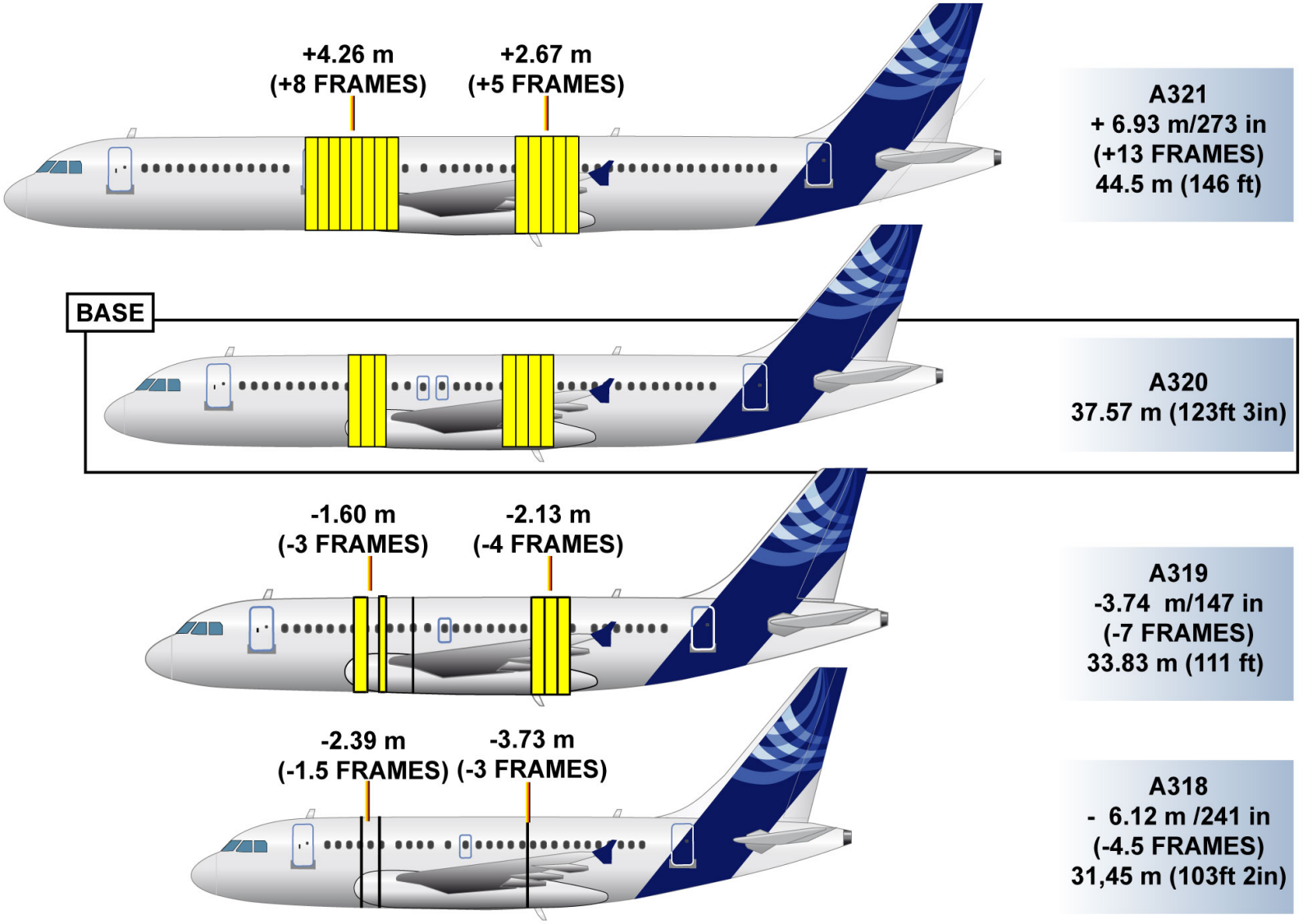


AIRCRAFT GENERAL - AIRCRAFT DIMENSIONS



AIRCRAFT GENERAL - AIRCRAFT DIMENSIONS

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00 SA FAMILY PRESENTATION (1)

AIRCRAFT GENERAL (continued)

FAMILY RANGE

With a Maximum Take-Off Weight (MTOW) of 77 tons (170000 lbs), the A320 has a range of 3600 Nm as shown above.
- For the A318, with an MTOW of 66 tons (145500 lbs), it is 3900 Nm.
- For the A319, with an MTOW of 68 tons (150000 lbs), it is 4200 Nm.
- For the A321, with an MTOW of 83 tons (183000 lbs), it is 3100 Nm.

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WITH AN MTOW OF 77 tons (170 000 lbs), THE A320 HAS A RANGE OF 3600 Nm AS SHOWN ABOVE.
- FOR THE A318, WITH AN MTOW OF 66 tons (145 500 lbs), IT IS 3900 Nm.
- FOR THE A319, WITH AN MTOW OF 68 tons (150 000 lbs), IT IS 4200 Nm.
- FOR THE A321, WITH AN MTOW OF 83 tons (183 000 lbs), IT IS 3100 Nm.

MTOW: Maximum Take-Off Weight

AIRCRAFT GENERAL - FAMILY RANGE

00 SA FAMILY PRESENTATION (1)

AIRCRAFT GENERAL (continued)

MAXIMUM WEIGHTS AND OPERATING LIMITS

The following picture shows maximum weights and operating limits for the Single Aisle family aircraft.

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MODEL	ENGINE		MAXIMUM WEIGHTS (kg)			OPERATING LIMITS	
	MANUFACTURER	TYPE	Max Take-Off Weight (MTOW)	Max Landing Weight (MLW)	Max Zero Fuel Weight (MZFW)	Match Max Operating Speed (MMO)	Maximum Operating Speed (VMO)
A318-100	CFMI	CFM56-5-B	FROM 59000 TO 68000	FROM 56000 TO 575000	FROM 53000 TO 54500	0.82	350 kt
	PW	PW 6122					
A319-100	CFMI	CFM 56-5A CFM 56-B	FROM 64000 TO 75500	FROM 61000 TO 62500	FROM 57000 TO 58500		
	IAE	IAE V2522 IAE V2524 IAE V2527					
A320-100	CFMI	CFM56-5A	68000	63000	59000		
A320-200	CFMI	CFM 56-5A CFM 56-5B	FROM 73500 TO 77000	FROM 64500 TO 66000	FROM 61000 TO 62500		
	IAE	IAE V2527 IAE V2500					
A321-100	CFMI	CFM56-5B	FROM 83000 TO 85000	FROM 73500 TO 75000	FROM 69500 TO 71000		
	IAE	IAE V2530					
A321-200	CFMI	CFM56-5B	FROM 89000 TO 93000	FROM 75500 TO 77800	FROM 71500 TO 73800		
	IAE	IAE V2533 IAE V2530					

AIRCRAFT GENERAL - MAXIMUM WEIGHTS AND OPERATING LIMITS

00 SA FAMILY PRESENTATION (1)

AIRCRAFT GENERAL (continued)

THE CABIN

Cabin seat layout shown in the graphic is the Airbus recommended seat quantity and pitch based on the design of the airframe. Normally the Airline, based on needs, modifies these layouts.
The cabin has a maximum of:
- 129 seats for the A318,
- 145 seats for the A319,
- 180 seats for the A320,
- 220 seats for the A321.

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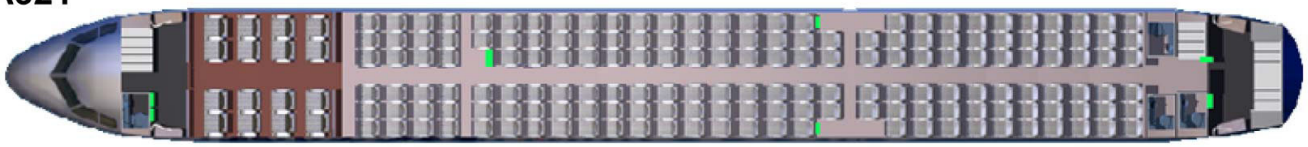
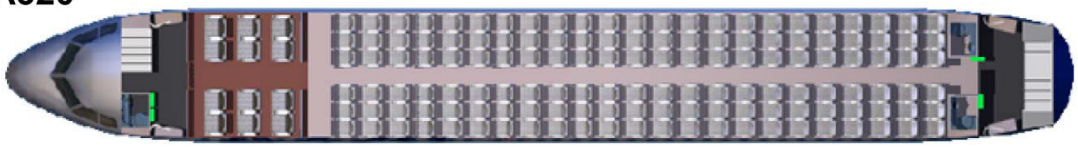
A321



16 FIRST CLASS + 169 ECONOMY = 185 SEATS

SEAT PITCHES: FIRST 0.91 m (36 in)
ECONOMY 0.81/0.79 m (32/31 in)

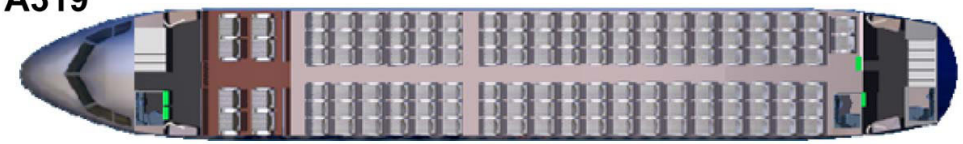
A320



12 FIRST CLASS + 138 ECONOMY = 150 SEATS

SEAT PITCHES: FIRST 0.91 m (36 in)
ECONOMY 0.81 m (32 in)

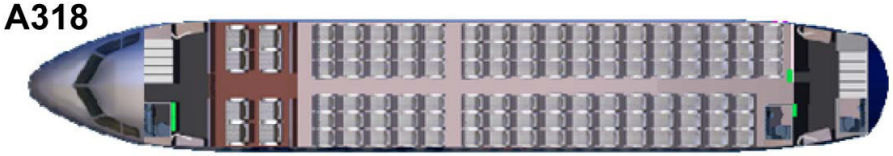
A319



8 FIRST CLASS + 116 ECONOMY = 124 SEATS

SEAT PITCHES: FIRST 0.91 m (36 in)
ECONOMY 0.81 m (32 in)

A318



8 FIRST CLASS + 99 ECONOMY = 107 SEATS

SEAT PITCHES: FIRST 0.91 m (36 in)
ECONOMY 0.81m (32 in)

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00 SA FAMILY PRESENTATION (1)

AIRCRAFT GENERAL (continued)

DOOR HEIGHTS

The following picture shows the different door heights.

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	METERS	FEET	
A	12.14	39ft 10in	MAXIMUM HEIGHT FOR A320
	12.93	42ft 5in	MAXIMUM HEIGHT FOR A318
B	3.55	11ft 8in	AFT PASSENGER DOOR
C	2.30	7ft 7in	BULK CARGO DOOR (OPTIONAL)
D	2.11	6ft 11in	AFT CARGO DOOR
E	1.80	5ft 11in	MAXIMUM FUSELAGE CLEARANCE
F	2.06	6ft 9in	FORWARD CARGO DOOR
G	3.45	11ft 4in	FORWARD PASSENGER DOOR

AIRCRAFT GENERAL - DOOR HEIGHTS

00 SA FAMILY PRESENTATION (1)

AIRCRAFT GENERAL (continued)

COMPOSITE STRUCTURES

The picture shows the composite structures included in Single Aisle family aircraft.

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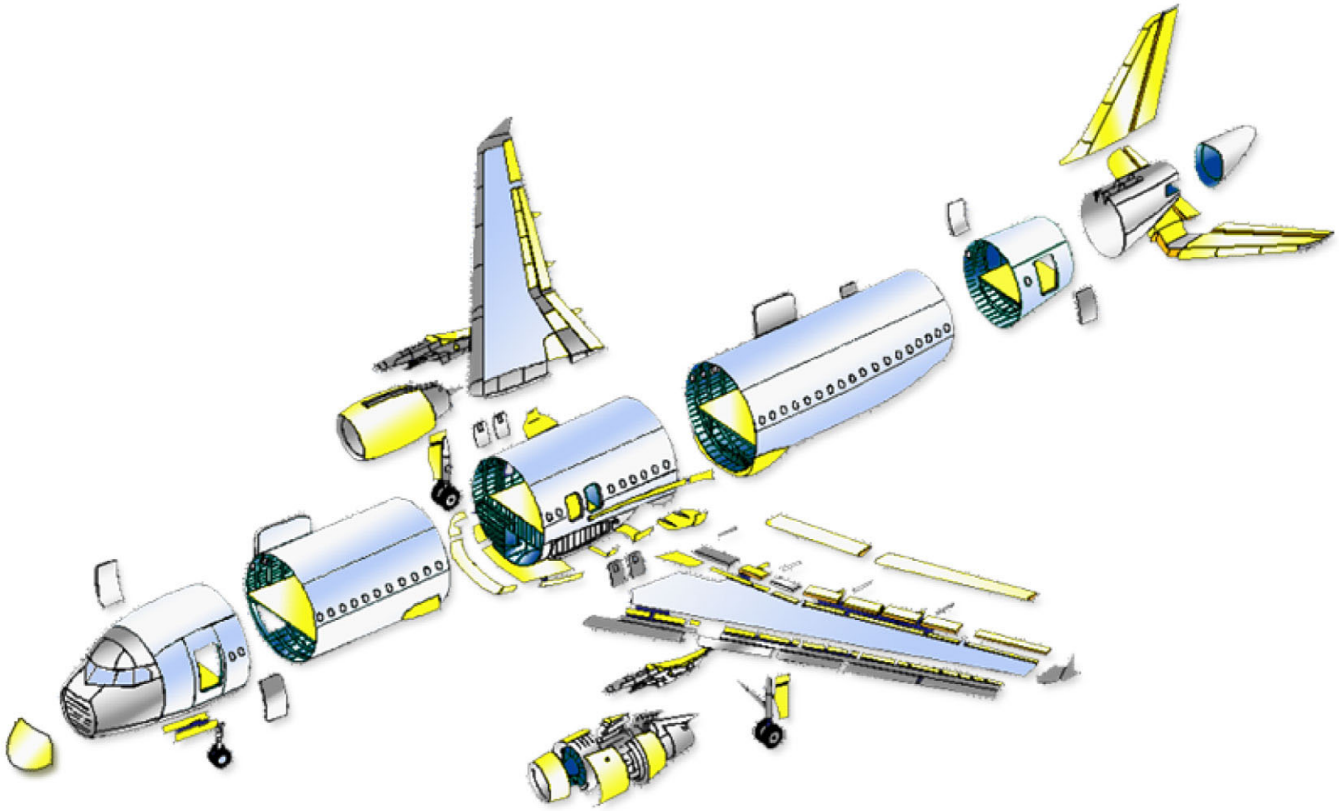

AIRCRAFT GENERAL - COMPOSITE STRUCTURES

00 SA FAMILY PRESENTATION (1)

STRUCTURAL BREAKDOWN AND ZONING

In this topic, the fuselage, vertical and horizontal stabilizers, and wings station numbers are shown.

FUSELAGE

The station (STA) number is the distance in millimeters of the cross-section from a reference point. The reference (X=0) for all structural measurements in the X-axis is located 2.54 m (100 in) forward of the aircraft.

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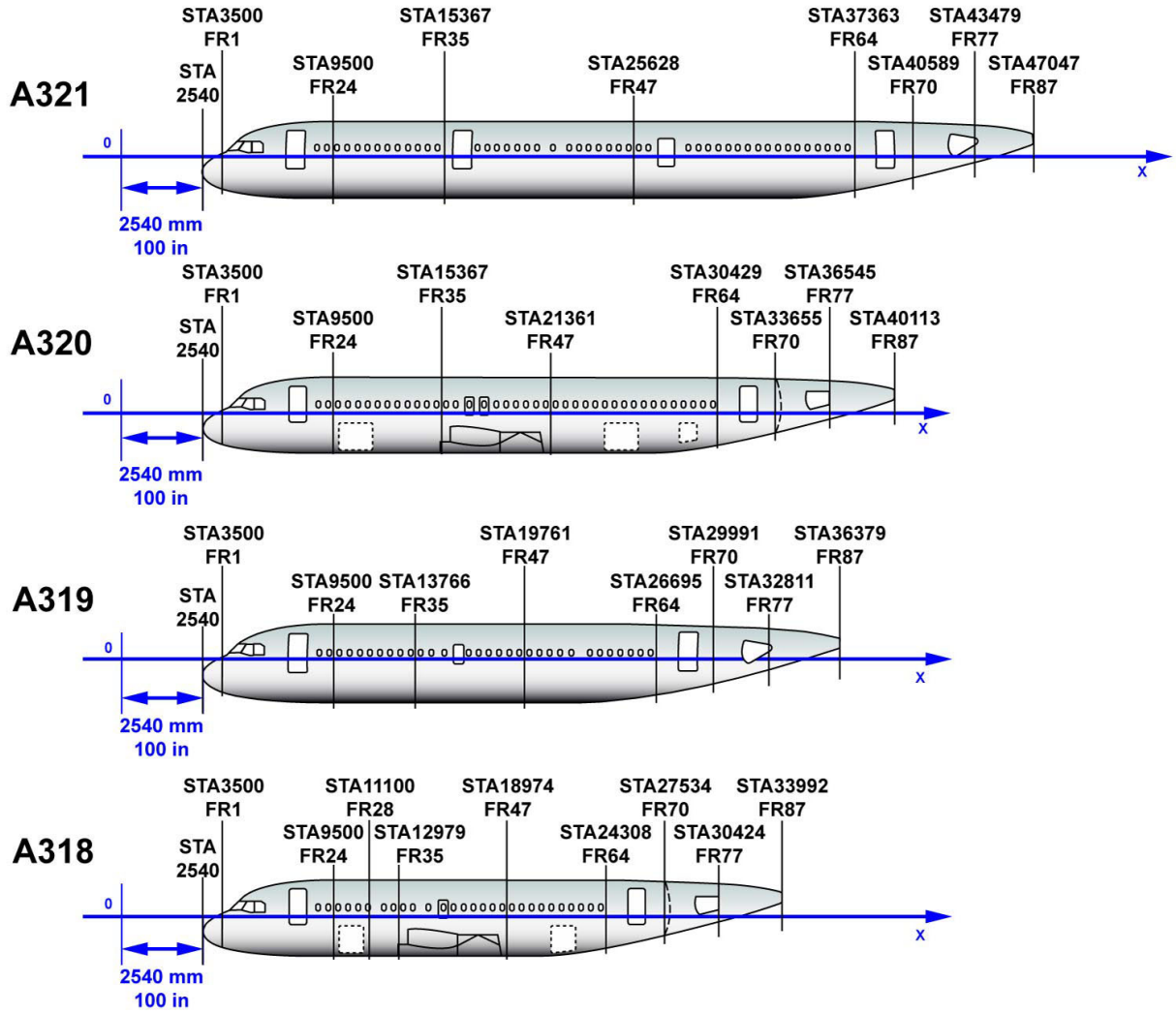

STRUCTURAL BREAKDOWN AND ZONING - FUSELAGE

00 SA FAMILY PRESENTATION (1)

STRUCTURAL BREAKDOWN AND ZONING (continued)

VERTICAL STABILIZER

For the vertical stabilizer the reference station is Z=0 at the vertical Z-axis. Due to the fin tip extension, the A318 station numbers have changed. The new rib 12N is on the STA5970.

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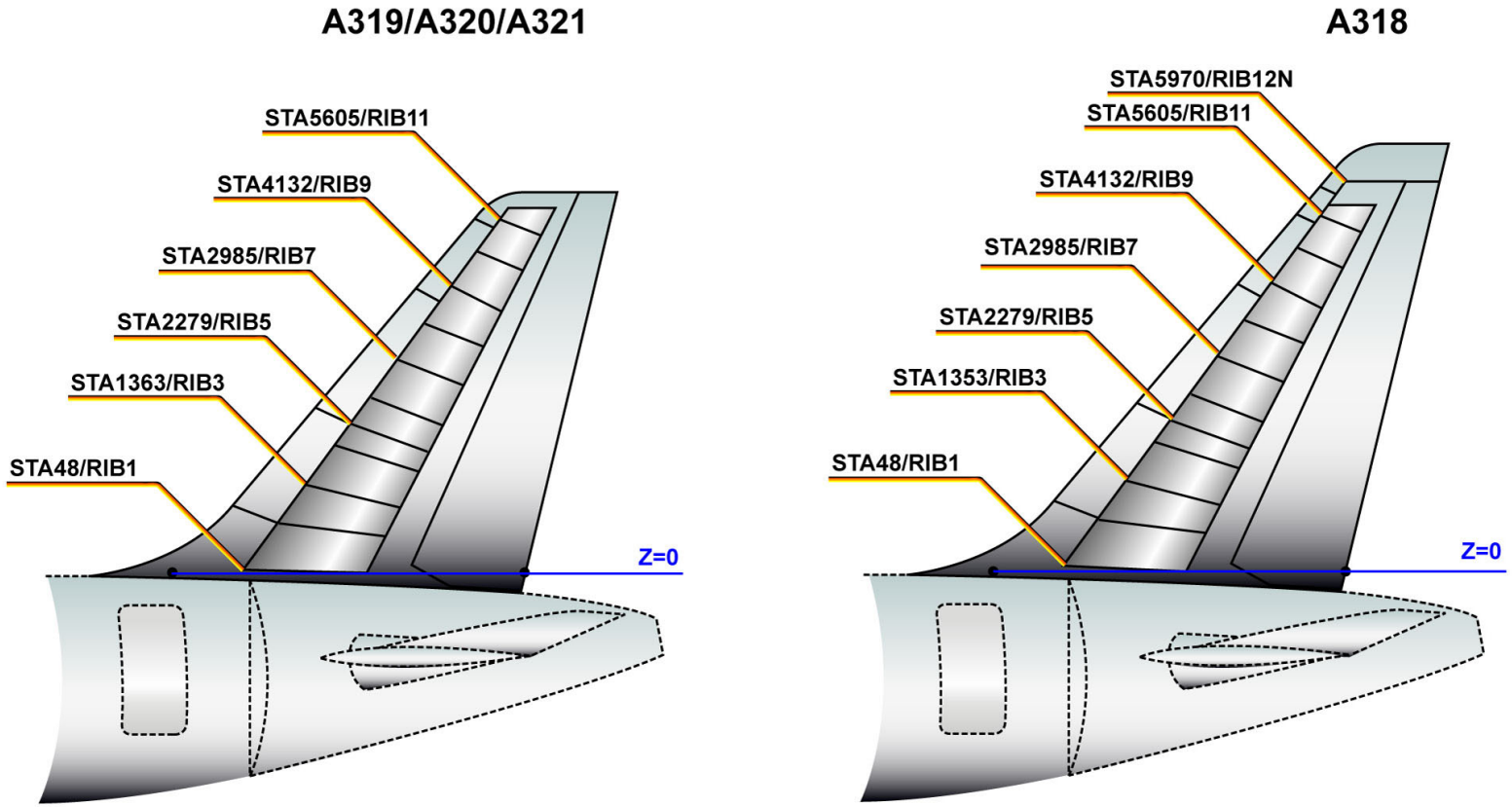

STRUCTURAL BREAKDOWN AND ZONING - VERTICAL STABILIZER

00 SA FAMILY PRESENTATION (1)

STRUCTURAL BREAKDOWN AND ZONING (continued)

HORIZONTAL STABILIZER

For the horizontal stabilizer the reference station is Y=0 at the horizontal Y-axis.

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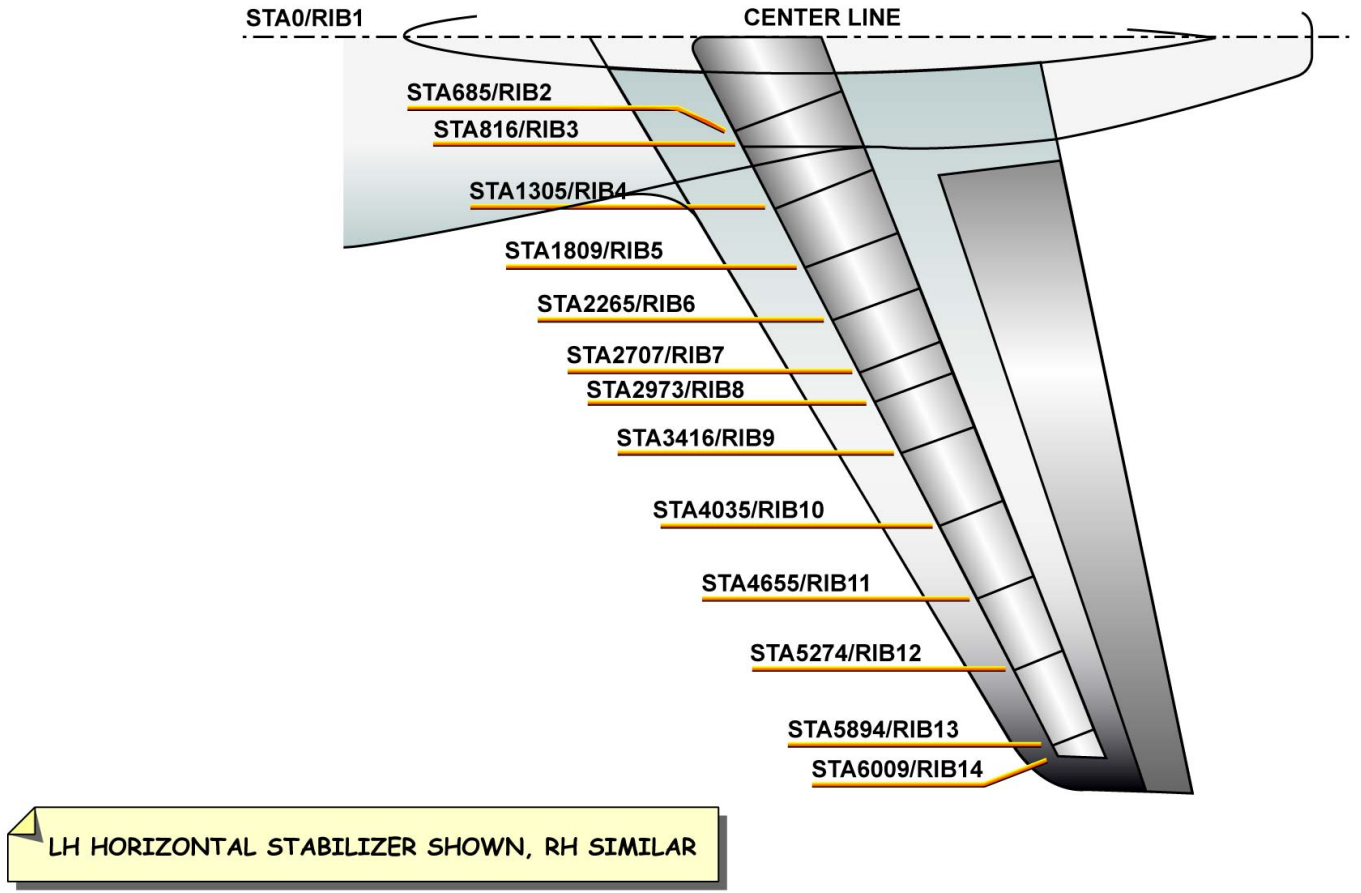

STRUCTURAL BREAKDOWN AND ZONING - HORIZONTAL STABILIZER

00 SA FAMILY PRESENTATION (1)

STRUCTURAL BREAKDOWN AND ZONING (continued)

WING

For wings, the reference station is the wing reference axis that is located at 1868 millimeters (73.54 in) from the aircraft X-axis.

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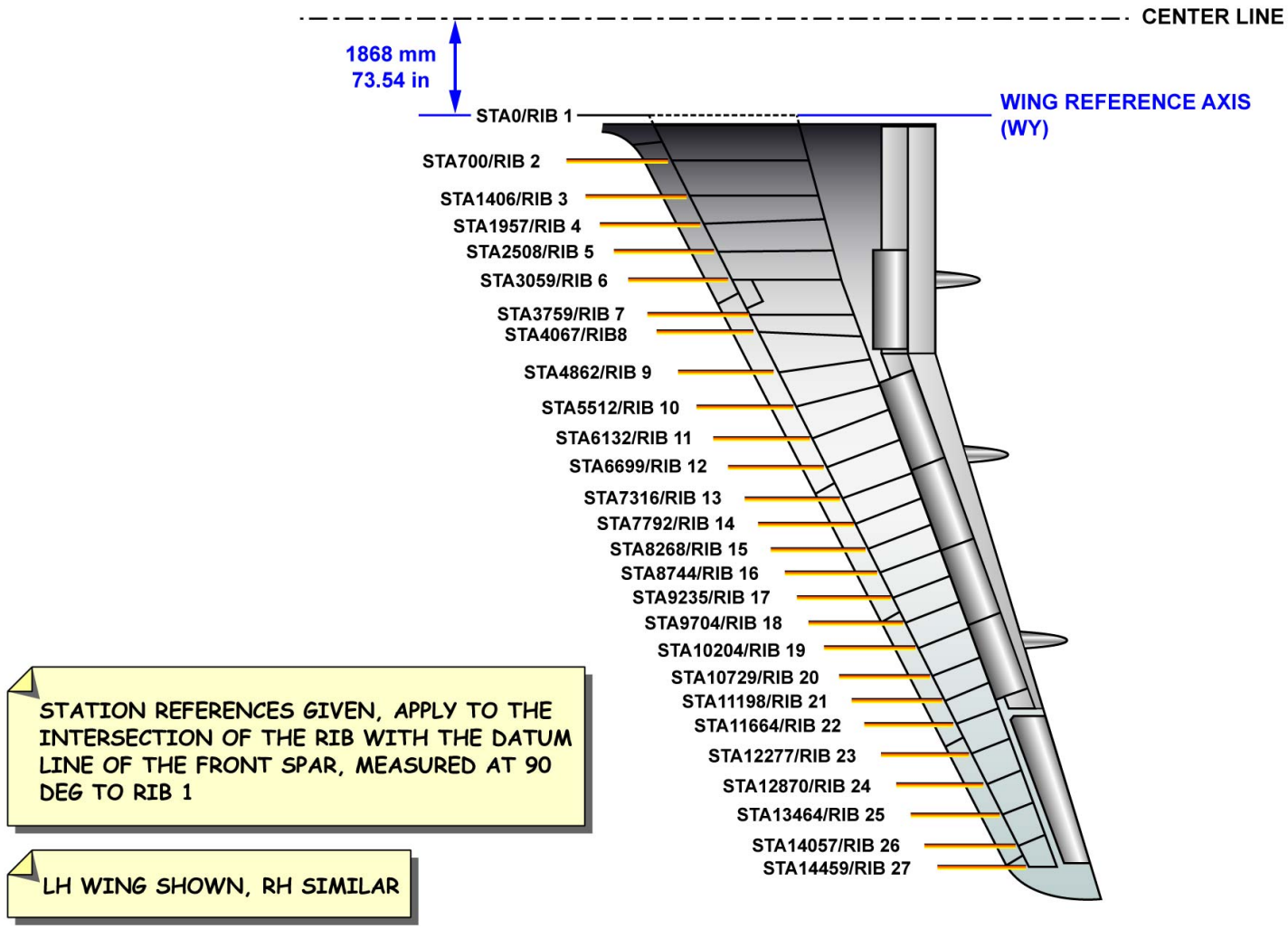

STRUCTURAL BREAKDOWN AND ZONING - WING

00 SA FAMILY PRESENTATION (1)

COCKPIT PRESENTATION

The cockpit has adjustable seats for two crew members, a third occupant seat and, depending on the configuration a folding seat for a fourth occupant. Various furnishings and equipment are installed in the cockpit for the comfort, convenience and safety of the occupants.

COCKPIT PRESENTATION

00 SA FAMILY PRESENTATION (1)

COCKPIT PRESENTATION (continued)

OVERHEAD PANEL

The controls of most aircraft systems are located on the overhead panel.
The overhead panel is divided into two main sections:
- a FWD section including the system panels,
- an AFT section including mainly the circuit breaker panel.

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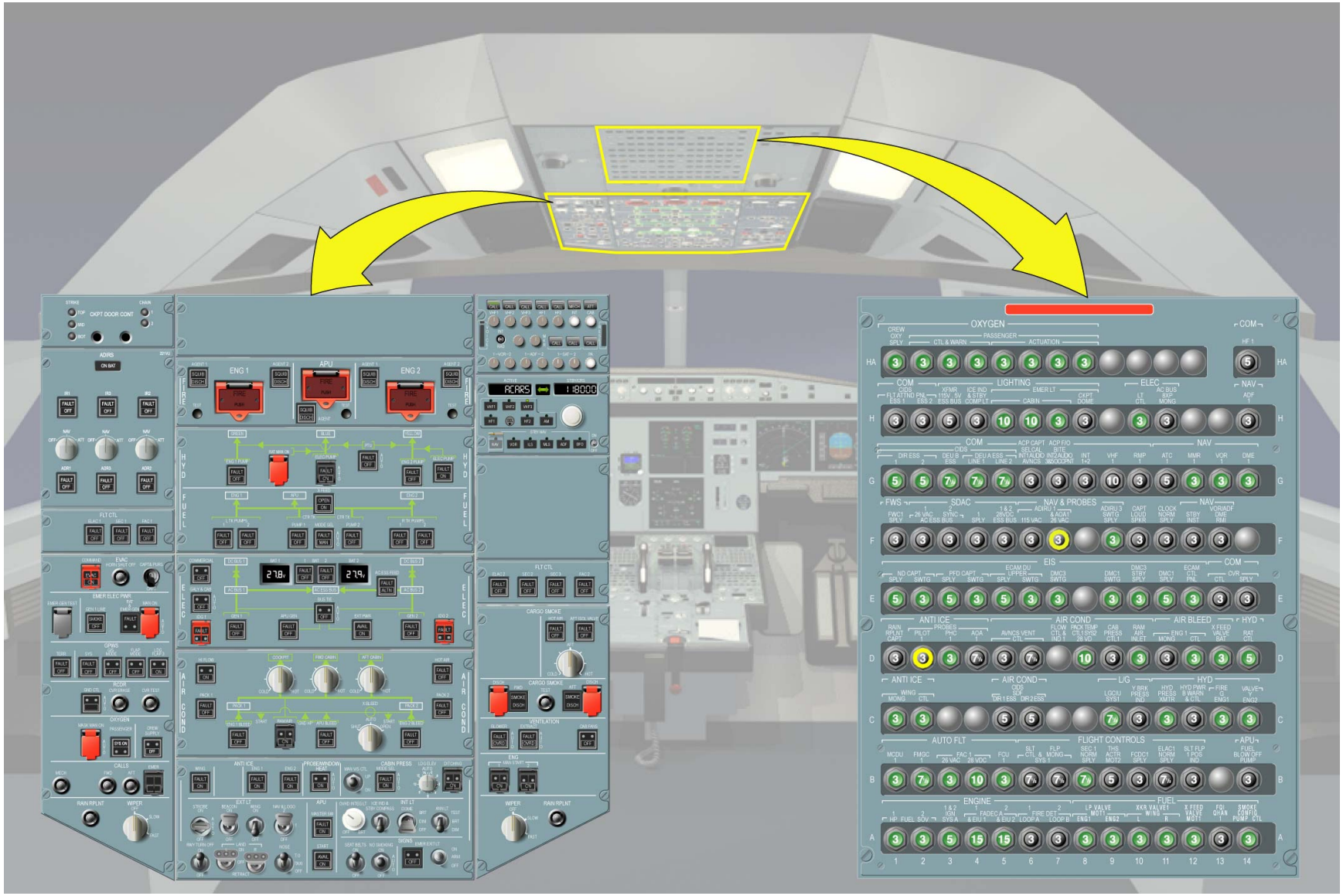

COCKPIT PRESENTATION - OVERHEAD PANEL

00 SA FAMILY PRESENTATION (1)

COCKPIT PRESENTATION (continued)

GLARESHIELD

The Flight Control Unit (FCU) includes the EFIS controls, and is used for control and monitoring of the Auto Flight System (AFS). It is located on the glareshield.
The "Master Warning" and the "Master Caution" lights are also located on the glareshield.

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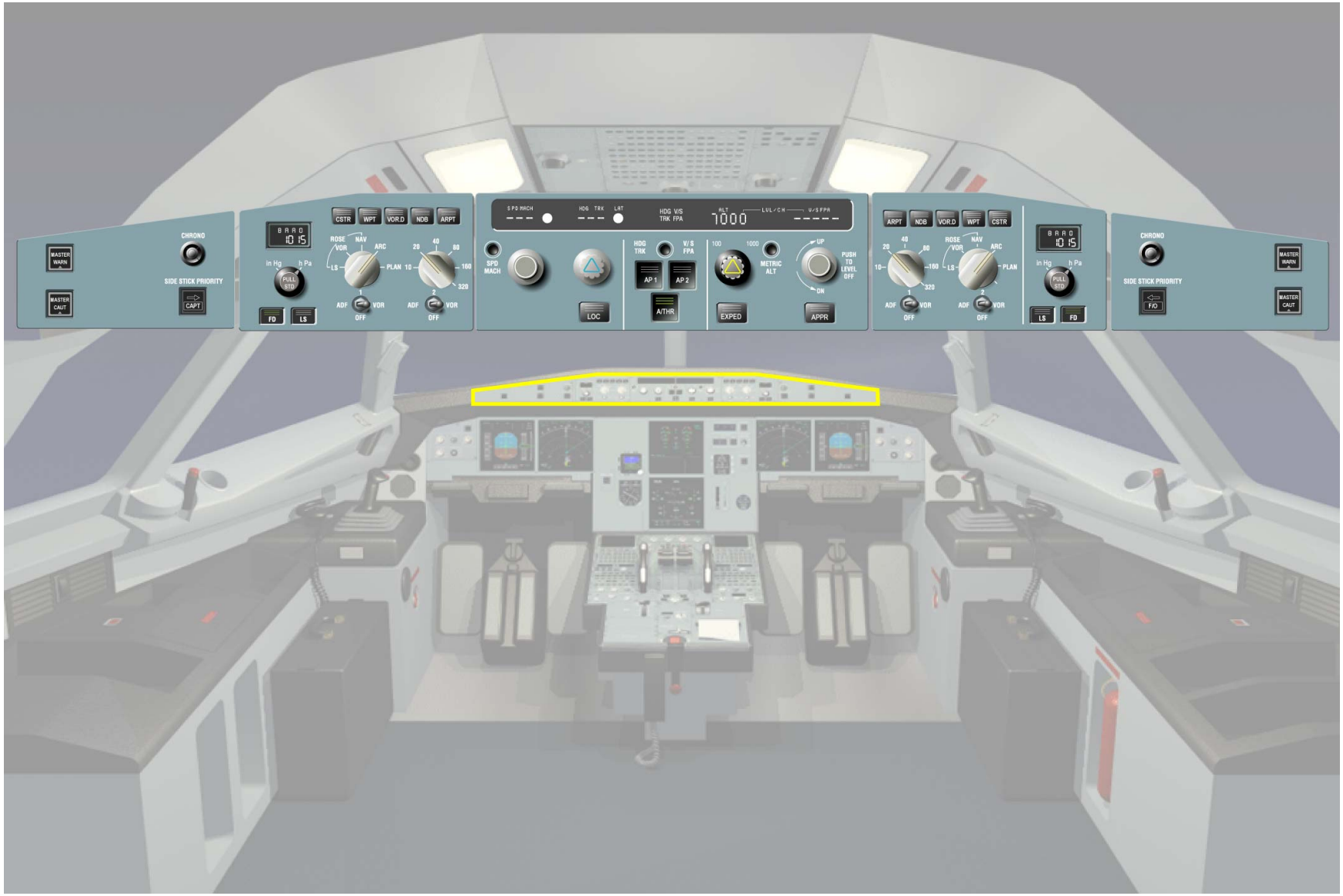

COCKPIT PRESENTATION - GLARESHIELD

00 SA FAMILY PRESENTATION (1)

COCKPIT PRESENTATION (continued)

MAIN INSTRUMENT PANEL (ENHANCED)

The enhanced single aisle aircraft main instrument panel instrumentation has been updated. Liquid Crystal Displays (LCDs) replace the existing CRTs. A single integrated electronic indicator, the Integrated Standby Instrument System (ISIS) replaces the standby instrumentation: Standby horizon, Airspeed indicator and Altimeter.

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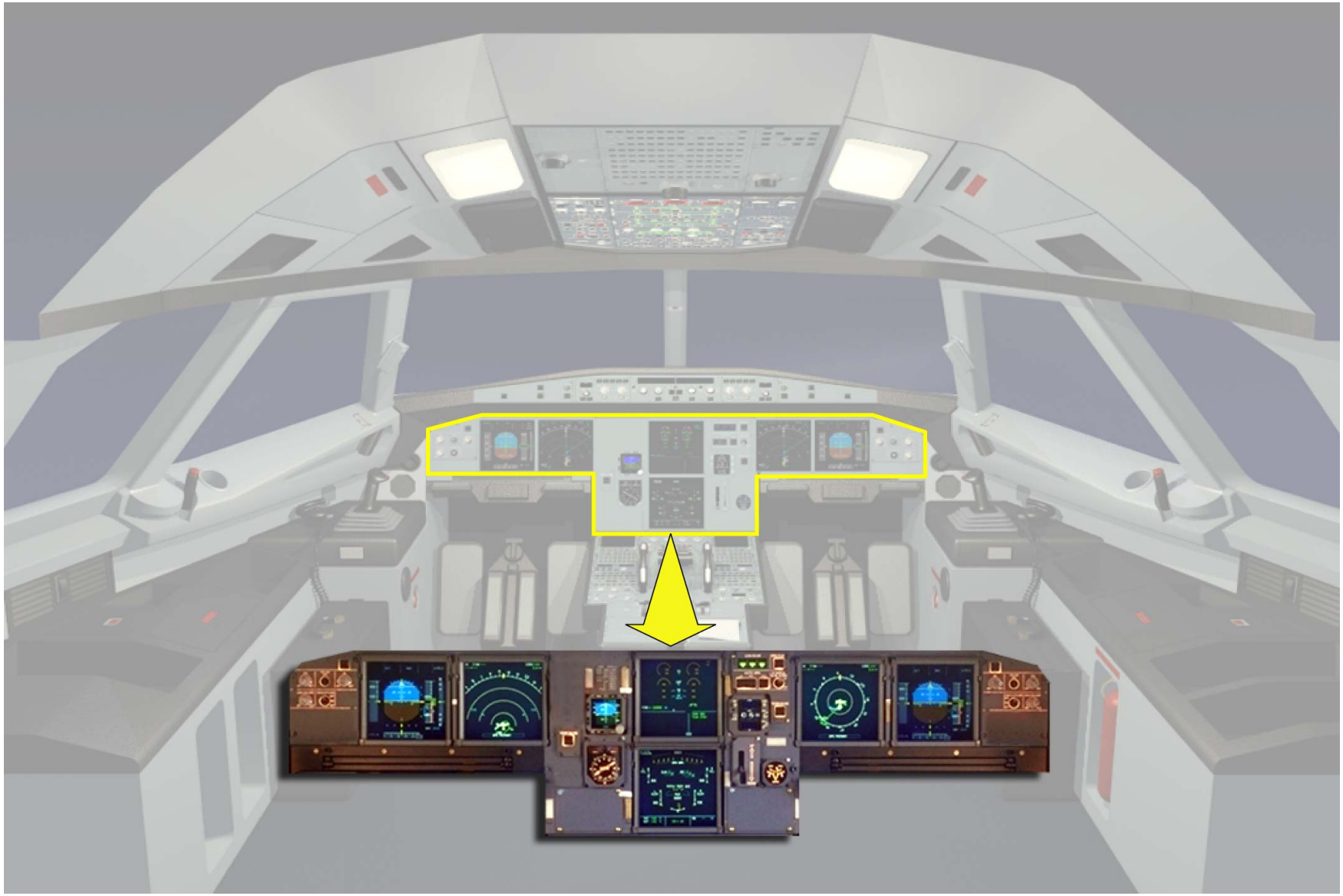


COCKPIT PRESENTATION - MAIN INSTRUMENT PANEL (ENHANCED)

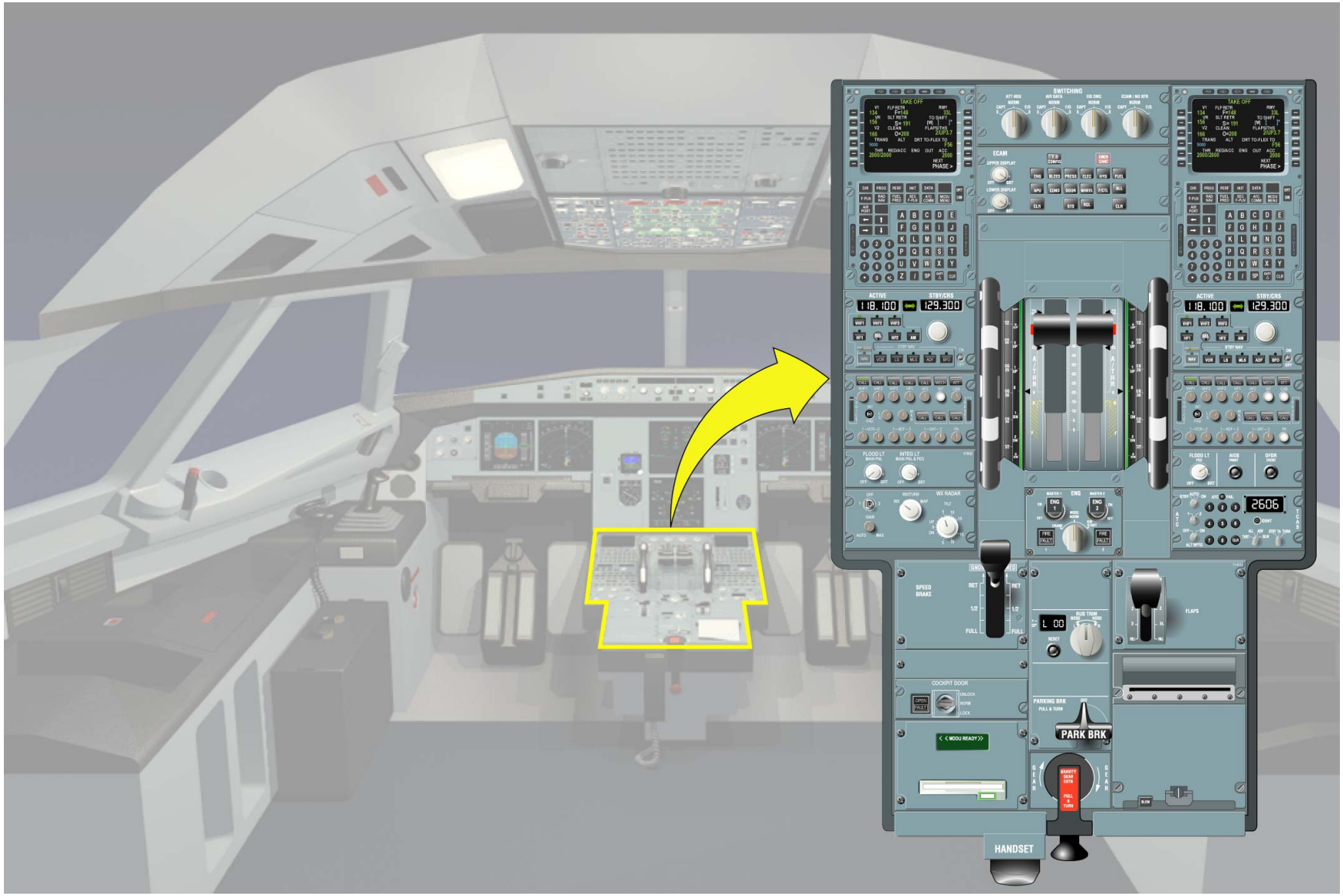
00 SA FAMILY PRESENTATION (1)

COCKPIT PRESENTATION (continued)

CENTER PEDESTAL

The center pedestal ergonomic design of the SA family aircraft gives the flight crew efficient access to multiple system controls without compromising safety.
The panels are:
- Switching panel
- ECAM control panel (ECP)
- Multipurpose Control Display Units (MCDU)
- Radio Management Panels (RMPs)
- Audio Control Panels (ACPs)
- Thrust levers and thrust reverser levers
- Pitch trim wheel
- Engine start panel
- Air Traffic Control / Traffic Collision Avoidance System panel (ATC/TCAS)
- Flap/slat control handle
- Speed brake control panel
- Parking brake control panel
- Cockpit door lock panel
- Landing gear gravity extension handle
- Printer
- Multipurpose Disk Drive Unit (MDDU)
- PA handset at the rear of the pedestal

UGB13131 - U2AT4M0 - UM00PY000000001



COCKPIT PRESENTATION - CENTER PEDESTAL

00 SA FAMILY PRESENTATION (1)

COCKPIT PRESENTATION (continued)

SIDE CONSOLES

The Conventional Aircraft control yoke is noticeably missing in the Airbus Single Aisle aircraft. The Side Stick Controller (SSC) replaces the Conventional Aircraft yoke. There is one SSC for each pilot mounted in the side consoles.

The Aircraft nose wheel is steerable. The flight crew operates the Nose Wheel Steering (NWS) by using the NWS tillers mounted outboard of the SSC on the same side console.

Behind the most forward side console are installed several other compartments along the outboard sides of the cockpit. These side consoles are used as stowage space for documents, oxygen masks, fire extinguisher and microphone and headset connections

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COCKPIT PRESENTATION - SIDE CONSOLES

00 SA FAMILY PRESENTATION (1)

COCKPIT PHILOSOPHY

Prior to the design of the A320 family aircraft, the designers examined previous generation aircraft cockpit system indications. A decision was made on the system indicator lights on the overhead panel that indicator lights do not come on when systems are in normal operation and there are no failures.
This ergonomic design enabled the pilots to immediately see when a system is faulty or has been manually shut off.
Most of the pushbuttons with light have two stable positions: pressed in and released out, each position is related to a control signal sent to a system.
Pressed in (recessed):
- normally used system activation (AUTO or ON),
- temporarily used system activation (ON),
- system activated for maintenance operation (ON) or override (OVRD).

Released out (flush with the panel):
- deactivation of a system (OFF),
- manual activation of a system (ON),
- activation of an alternate system (ALTN).

Some pushbuttons have only one stable position:
- released out.

When pushed, they send a control signal to the system.

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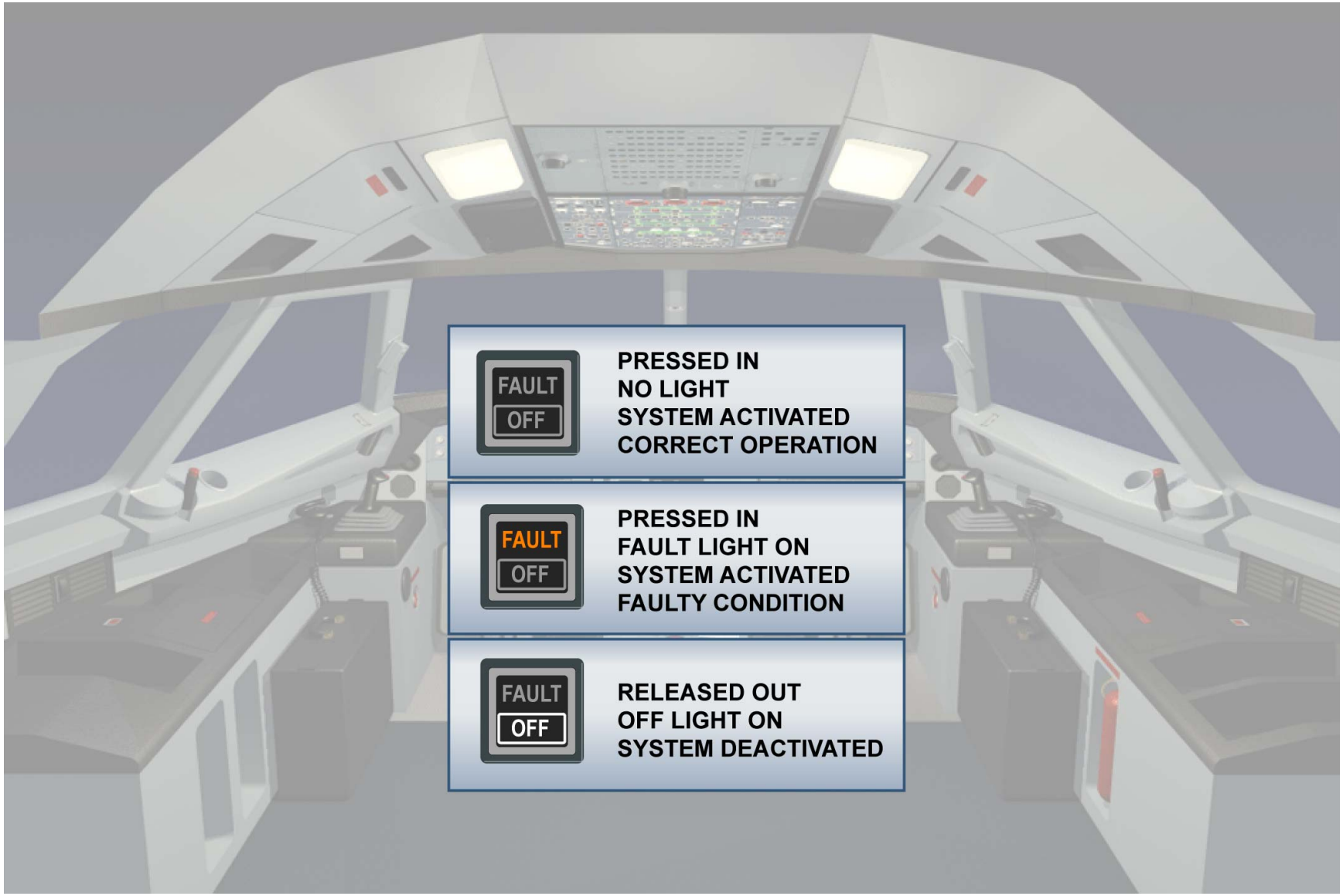

COCKPIT PHILOSOPHY

00 SA FAMILY PRESENTATION (1)

COCKPIT PHILOSOPHY (continued)

PUSHBUTTON COLOR PHILOSOPHY

The pushbuttons light and annunciator lights are in different colors according to their function.
In normal operation, only green lights and, sometimes, blue lights come on.

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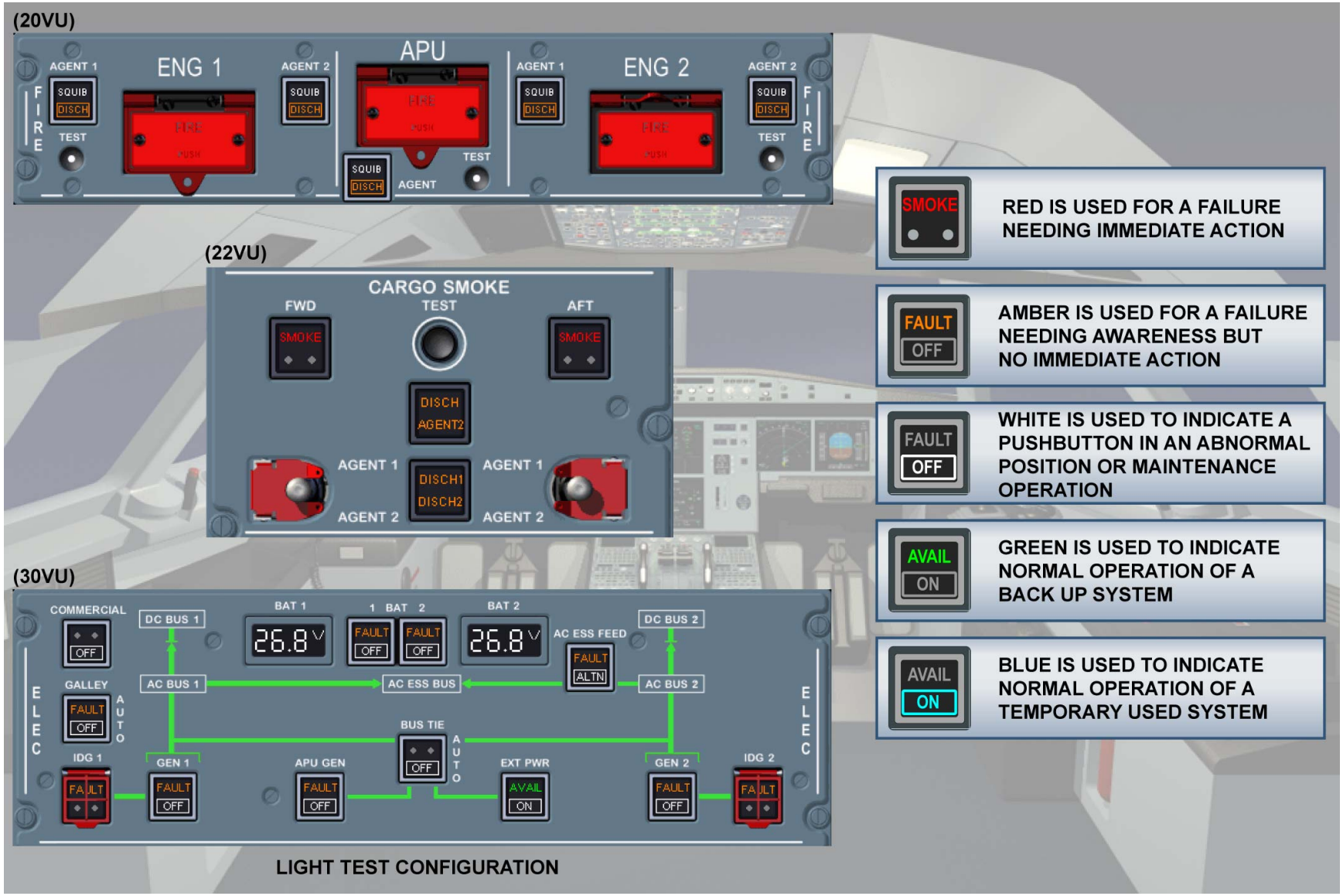

COCKPIT PHILOSOPHY - PUSHBUTTON COLOR PHILOSOPHY

00 SA FAMILY PRESENTATION (1)

GROUND SUPPORT EQUIPMENT AND TOOLS

The World Airlines Technical Operations Glossary (WATOG) definition of Ground Support Equipment (GSE) is:
equipment required on the ground to support the operation and maintenance of the aircraft and all its airborne equipment.
Airbus divides GSE into two categories:
- tools,
- standard GSE.

Tools can be split into two categories:
- standard tools,
- specific tools.

STANDARD TOOLS

Standard tools are hand tools such as spanners, sockets, gauges, torque wrenches...
The specifications (size, range, capacity, accuracy...) are given in the related Aircraft Maintenance Manual (AMM) task to let operators use the tool brand of their choice.
Standard tools for Aircraft Maintenance are all in US units.
Metric tools maybe required for shop maintenance.
They are not required for aircraft maintenance but will be required to maintain Airbus specific tools and, in some cases, for aircraft component maintenance in the shop.

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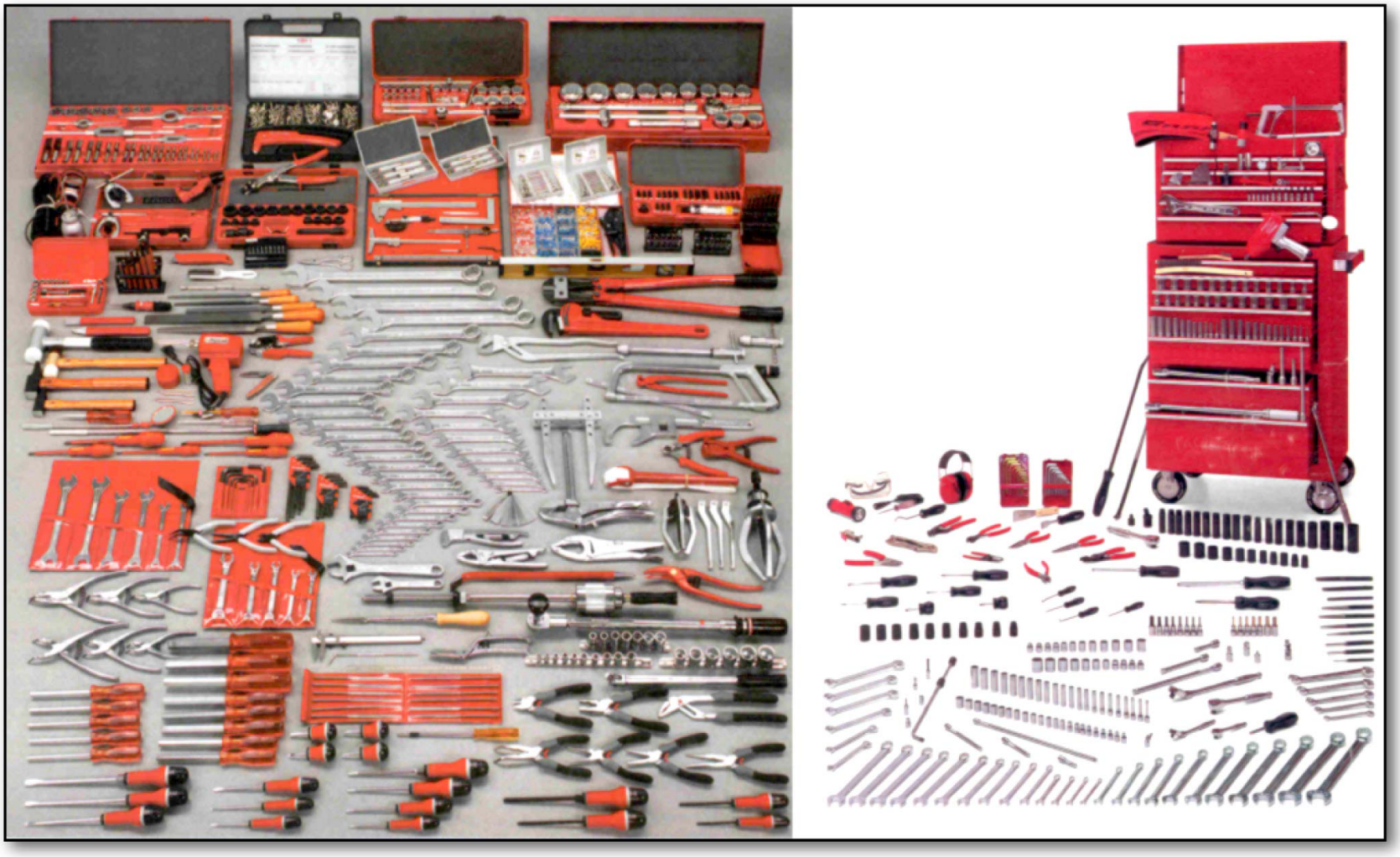

GROUND SUPPORT EQUIPMENT AND TOOLS - STANDARD TOOLS

00 SA FAMILY PRESENTATION (1)

GROUND SUPPORT EQUIPMENT AND TOOLS (continued)

SPECIFIC TOOLS

Specific tools are tools designed by Airbus or by its vendors to carry out given maintenance tasks on the aircraft or one of its components.
All maintenance tools for "on - aircraft" maintenance such as the AMM, Trouble Shooting Manual (TSM)... and for "off - aircraft" maintenance such as the Component Maintenance Manual (CMM) are found in the Support Equipment Summary (SES) document.
The SES covers all Airbus aircraft types and all associated documentation.
If a tool does not appear in the SES it is not a tool for Airbus aircraft or equipment.
All specific tools called up for "on - aircraft" maintenance in the AMM and the TSM are illustrated in the Tool Equipment Manual (TEM).

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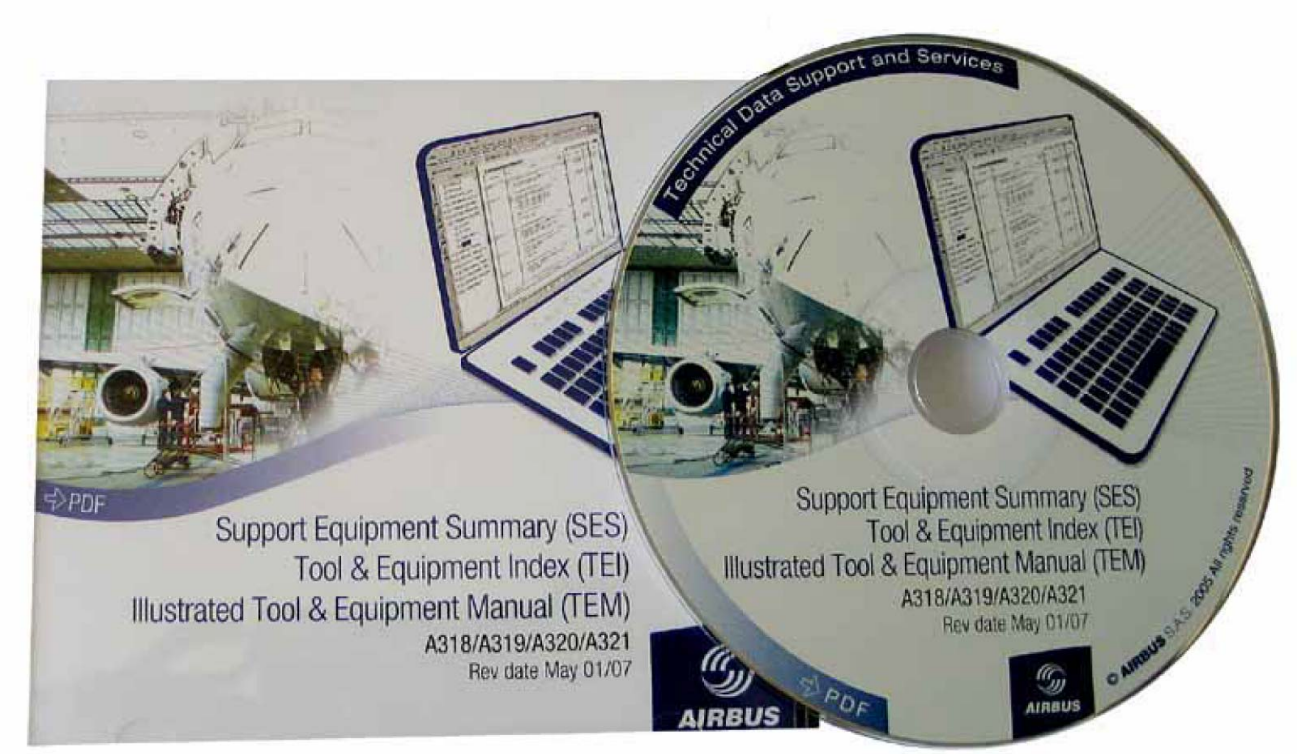


GROUND SUPPORT EQUIPMENT AND TOOLS - SPECIFIC TOOLS

00 SA FAMILY PRESENTATION (1)

GROUND SUPPORT EQUIPMENT AND TOOLS (continued)

STANDARD GSE

Airbus considers as standard GSE any GSE which is not designed for a specific aircraft type, but it can/could be used on a number of different aircraft types.
Standard GSE includes, but is not limited: tow bars, axle/wheel change jacks, tripod maintenance jacks, access platforms, hydraulic ground carts, electrical power units, etc...

UGB13131 - U2AT4M0 - UM00PY000000001

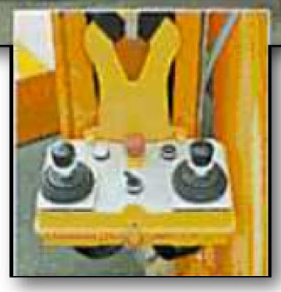
MAIN LANDING GEAR FLAT TYRES AXLE JACK

HYDRAULIC AXLE JACK

TRIPOD JACKS

TROLLEY JACK UP TO 77 TONNES

SET OF FLYAWAY AXLE JACKS



TOW BAR AXLE

GROUND SUPPORT EQUIPMENT AND TOOLS - STANDARD GSE

00 SA FAMILY PRESENTATION (1)

JACKING

Three jacking points, when equipped with jacking pads, are used to lift the aircraft. The forward point "A" is located forward of the nose landing gear. The points "B" and "C" are located outboard of the engine pylon.
A safety jack positioned at the rear of the aircraft prevents the aircraft from tipping up.
The open air jacking operation is limited if the wind velocity exceeds permissible values which depend on aircraft gross weight and center of gravity position.
In any condition, the aircraft must be pointed upwind.
The three jacks have to be operated together.
The aircraft has to be lifted so that the landing gear can be operated in the "landing gear shock absorbers deflated, flat tyres" configuration.
As soon as the jacking operation is finished, position the safety jack at the tail.
Jacking pads have to be used under the jacking points to spread the loads.
To make sure that excessive side loads are not placed on the jacks and on the aircraft structure, a quick leveling check must be carried out during the jacking operation.
The leveling check can be made through different ways using:
- the Attitude Monitor (if installed),
- a Spirit Level in the FWD Cargo Compartment or in the Passenger compartment.
- the ADIRUs pitch and roll angles, through the Alpha call up's codes (AIDS).

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JACKING

00 SA FAMILY PRESENTATION (1)

TOWING

Towing: you can tow the aircraft by the nose landing gear or the main landing gear. You can also tow the aircraft with deflated tires.
Towing operation, whether push back or pull, requires a good team co-operation.
Some airlines have two different types of towing procedures in use:
- maintenance towing,
- transportation servicing towing.

Maintenance towing procedures are laid down in the applicable AMM - Chapter 09.
Transportation servicing towing procedures are published in the applicable ramp operation manuals.
The major differences between the two are that transportation services only get involved with moving aircraft on ramps for positioning or dispatch pushback.
When they are handling the towing operation, they require either a pilot or qualified maintenance man on the aircraft brakes.
On the other hand, maintenance personnel is involved in moving aircraft in abnormal situation such as aircraft stuck in mud, towing with flat tires, engines removal, etc., as well as routine towing to gates.
Because of the hazards that may be involved in the towing operation, major precautions taken have been gathered together and are listed under paragraph "General Towing Precaution".
Caution and warnings are repeated as necessary in the particular step of the towing operation to which they apply.

TOWING

00 SA FAMILY PRESENTATION (1)

SAFETY ITEMS

When you work on aircraft, make sure that you obey all the AMM safety procedures. This will prevent injury to persons and/or damage to the aircraft
The following terms are used in the AMM and are defined as follows:

WARNING: call attention to the use of material, processes, methods, procedures or limits, which must be followed precisely to avoid injury or death to persons.

CAUTION: call attention to methods and procedures, which must be followed to avoid damage to equipment.

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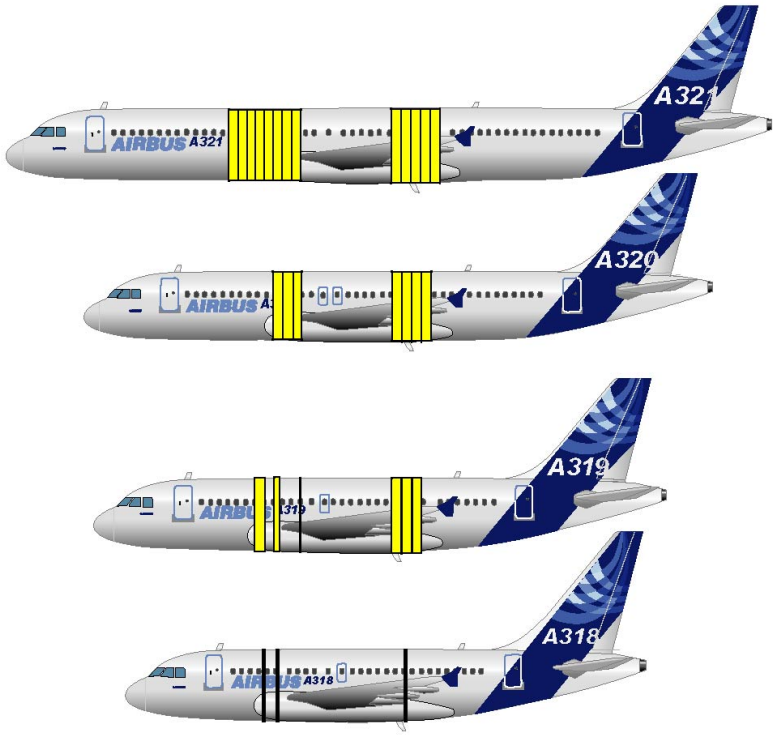

WARNING

USE OF MATERIAL, PROCESSES, METHODS, PROCEDURES OR LIMITS THAT MUST BE FOLLOWED TO AVOID INJURY OR DEATH TO PERSONS.

CAUTION

METHODS AND PROCEDURES THAT MUST BE FOLLOWED TO AVOID DAMAGE TO EQUIPMENT.

SAFETY ITEMS

00 SA FAMILY PRESENTATION (1)

PLACARDS AND MARKINGS

The ATA 11 gives the location and illustrations of the placards, stencils and markings on the A/C (internal or external side).
The placards and markings on the A/C give the data and instructions related to safety and maintenance.
Some of these placards and markings are necessary to obey the regulation used for the Airbus aircraft type certification (JAR 25). There are identified by a flag note as follows: NOTE (1) REQUIRED BY REGULATION.
This example is extracted from the AMM chapter 11-21-52: Passenger Door.s

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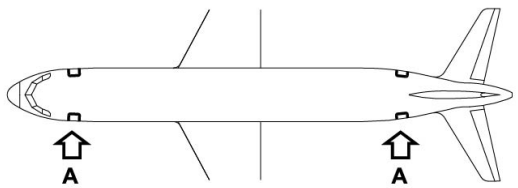
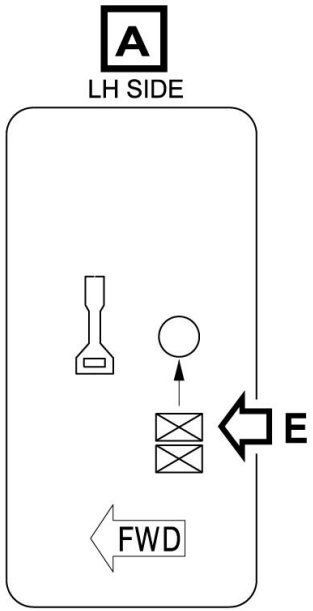
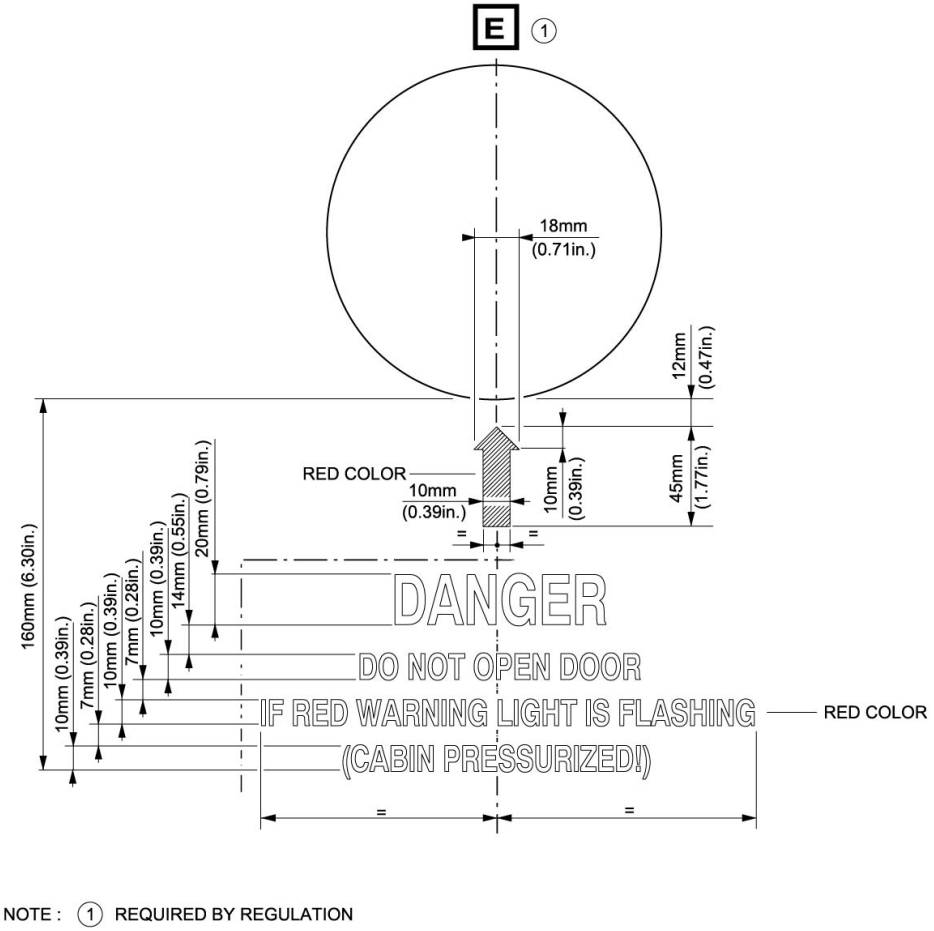






NOTE : (1) REQUIRED BY REGULATION

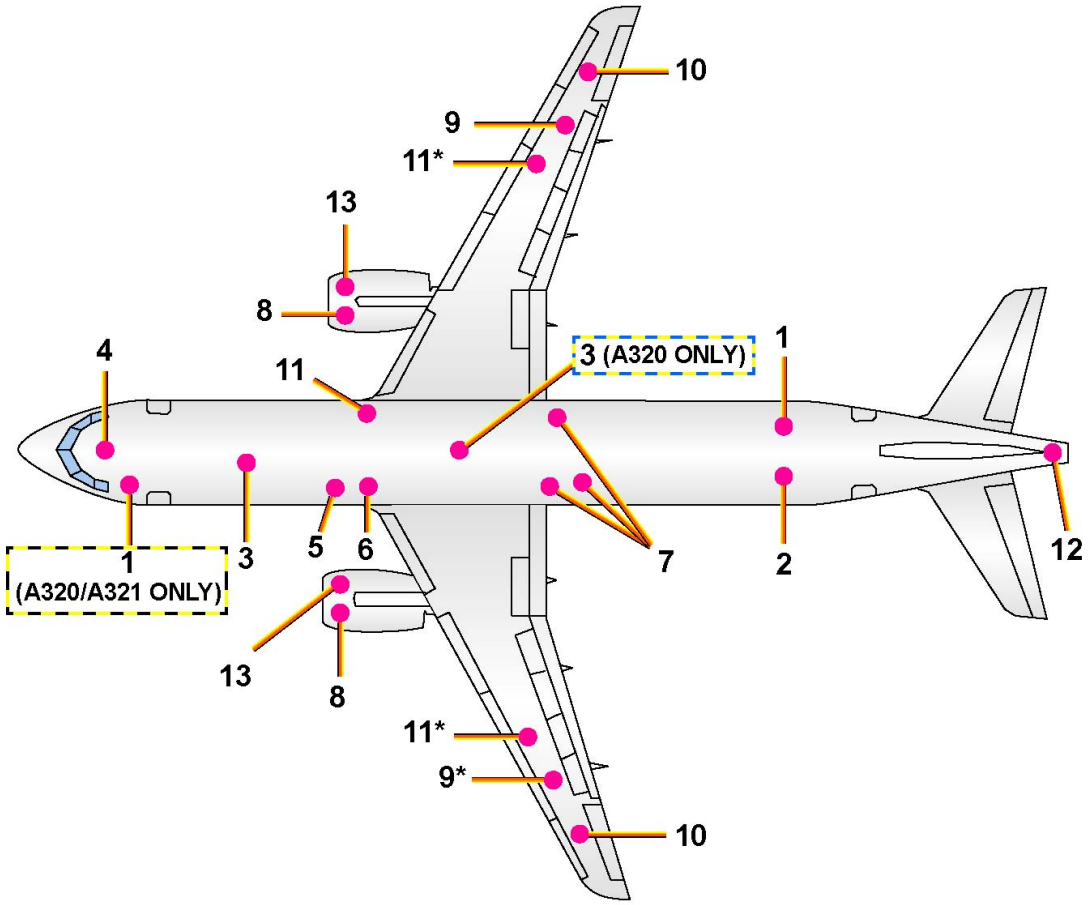
EXAMPLE FROM AMM 11-21-52

PLACARDS AND MARKINGS

00 GROUND HANDLING (1)

SERVICING POINTS

The ground service connections layout is the same on the AIRBUS A318 and A319.The main difference between A320 and A321 servicing point is a second potable water draining panel at the center of the A/C on the A320.



1:	LAVATORY SERVICE DOOR	7:	HYDRAULIC SYSTEM GROUND SERVICE PANEL
2:	POTABLE WATER SERVICE PANEL	8:	ENGINE OIL FILLING CONNECTOR
3:	WATER DRAIN PANEL	9:	REFUEL/DEFUEL COUPLING
4:	EXTERNAL POWER RECEPTACLE	10:	GRAVITY FILLING PANEL
5:	GROUND SERVICE CONDITIONED AIR CONNECTION	11:	REFUEL/DEFUEL CONTROL PANEL
6:	HP AIR GROUND CONNECTOR:	12:	APU OIL FILLING CONNECTOR
	- GRAVITY FILLING PANEL	13:	IDG OIL FILLING CONNECTOR
	- PRESSURE FILLING CONNECTION	* :	OPTION

HP: High Pressure
IDG: Integrated Drive Generator

SERVICING POINTS

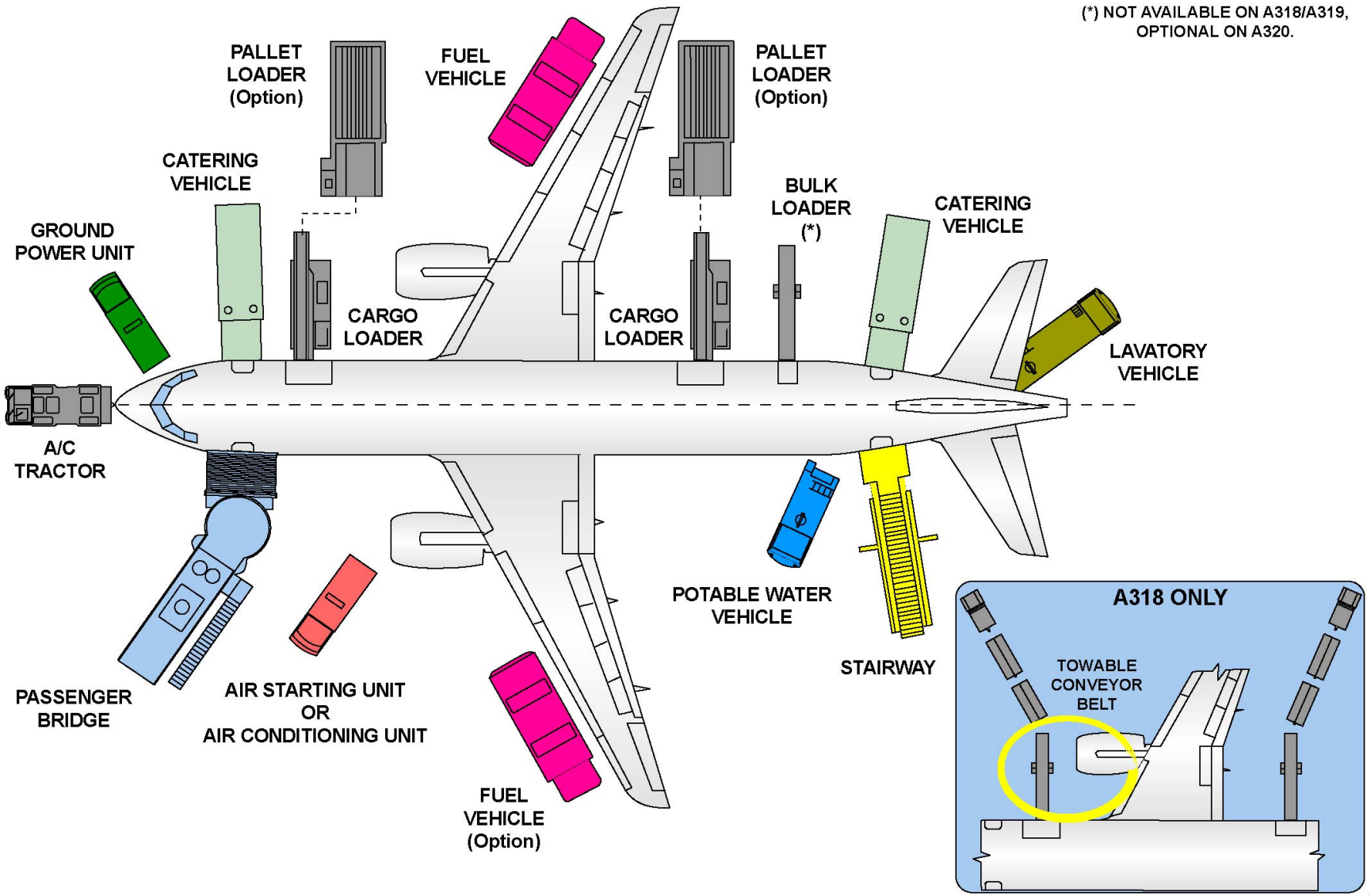
00 GROUND HANDLING (1)

A/C SERVICING ARRANGEMENT

The graphic shows the access to the aircraft by various servicing equipment. The A318 fuselage is shorter than the rest of the single aisle aircraft. Due to the removal of 2.39 meters or 1.5 frames of the forward fuselage, the aft edge of the forward cargo compartment door now is in close proximity to the engine air intake nose cowl. When using a self propelled conveyor belt, there is a possibility of structural damage to the nose cowl because of the clearance.

NOTE: Note: The use of a self-propelled conveyor belt is not recommended by Airbus.

The main difference between the A318/A319 and the A320/A321 servicing arrangement is that the A320 and A321 can have a bulk loader on the bulk cargo door.

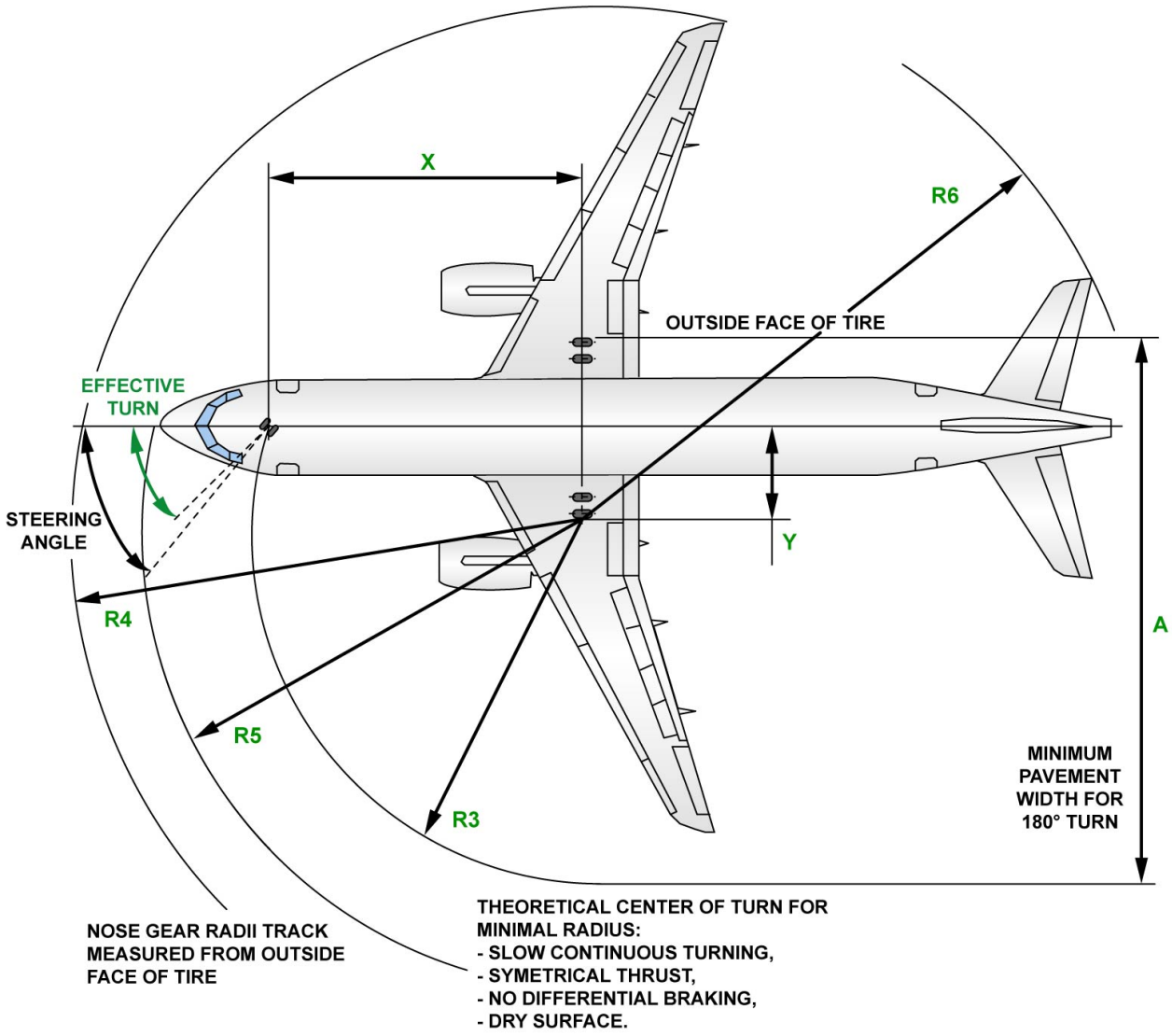


A/C SERVICING ARRANGEMENT

00 GROUND HANDLING (1)

TURNING RADII

The different turning radii values are shown on a steering diagram. "Y" is the distance between the centerline of the A/C longitudinal axis (X-axis) and the theoretical center of turn for turning radius. "A" matches the minimum turning width for a 180° turn. "Y, A" and the radii "R3, R4, R5 and R6" values depend on two parameters: effective turn angle and steering angle.



AT 75° STEERING ANGLE:

	A318	A319	A320	A321
EFFEC TURN	73.20°	70.03°	70°	73°
X	33'8" 10.25	36'3" 11.04	41'6" 12.64	55'5" 16.91
Y	10'1" 3.1	13'2" 4.01	15'1" 4.6	16'7" 5.1
A	61'2" 18.7	67'8" 20.64	75'1" 22.9	90'6" 27.6
R3	36'4" 11.1	39'8" 12.11	45'4" 13.81	59'1" 18
R4	67'7" 20.6	70'10" 21.58	72'2" 21.99	74'4" 22.7
R5	51'4" 15.6	54'6" 16.6	60' 18.3	74' 22.6
R6	58'10" 17.9	64'11" 19.77	71'11" 21.91	80'4" 24.5

FEET / INCHES
METERS

TURNING RADII

00 GROUND HANDLING (1)

PARKING AND MOORING

This topic covers the following subjects of the aircraft:
- Parking,
- Storage,
- Mooring of the aircraft.

The topic covers the entire Single Aisle Airbus family, which includes the A318, A319, A320 and A321 aircraft.

PARKING

The parking aircraft in flight-ready condition procedure for a period of not more than 15 days (Ref. AMM 10-11-00) includes reference procedures described below:
- Periodic ground checks during parking at 7 days intervals (Ref. AMM 10-11-00).
- Return to operation after parking (Ref. AMM 10-11-00), this procedure gives the instructions necessary to operate an aircraft again after a parking period of not more than 15 days.
- Renewal parking procedures for not more than 15 days only one more time (Ref. AMM 10-11-00).

CAUTION: DURING THIS PROCEDURE:
- MAKE SURE THAT THE LANDING GEAR GROUND IS SAFETIED, LOCKING DEVICES AND WHEEL CHOCKS ARE IN POSITION.
- KEEP THE ACCESS PLATFORM AT A SUFFICIENT DISTANCE FROM THE AIRCRAFT (IN WIND, SHOCK ABSORBER REBOUND CAN CAUSE MOVEMENT OF THE AIRCRAFT).

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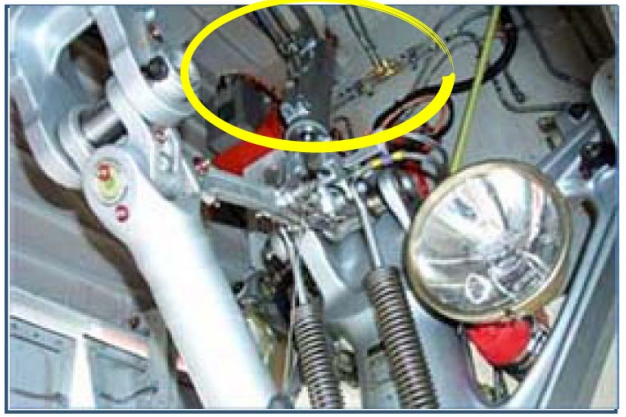
PARKING PROCEDURE



CAUTION

DURING THIS PROCEDURE:
- MAKE SURE THAT THE LANDING GEAR GROUND SAFETIES, LOCKING DEVICES AND WHEEL CHOCKS ARE IN POSITION.
- KEEP THE ACCESS PLATFORM AT A SUFFICIENT DISTANCE FROM THE AIRCRAFT (IN WIND, SHOCK ABSORBER REBOUND CAN CAUSE MOVEMENT OF THE AIRCRAFT).

00 GROUND HANDLING (1)

PARKING AND MOORING (continued)

STORAGE

The storage procedure for a period of not more than 6 months (Ref. AMM 10-12-00) includes reference procedures described below:
- Periodic ground checks during storage at 7 days interval, at 15 days interval, at 1 month interval and at 3 months interval (Ref. AMM 10-12-00).
- Return to operation after storage (Ref. AMM 10-30-00).
- Renewal of storage procedure for not more than 6 months only one more time (Ref. AMM 10-12-00).

CAUTION: DURING THIS PROCEDURE:
- MAKE SURE THAT THE LANDING GEAR GROUND IS SAFETIED, LOCKING DEVICES AND WHEEL CHOCKS ARE IN POSITION.
- KEEP THE ACCESS PLATFORM AT A SUFFICIENT DISTANCE FROM THE AIRCRAFT (IN WIND, SHOCK ABSORBER REBOUND CAN CAUSE MOVEMENT OF THE AIRCRAFT).

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AIRCRAFT STORAGE

CAUTION

DURING THIS PROCEDURE:
- MAKE SURE THAT THE LANDING GEAR GROUND SAFETIES, LOCKING DEVICES AND WHEEL CHOCKS ARE IN POSITION.
- KEEP THE ACCESS PLATFORM AT A SUFFICIENT DISTANCE FROM THE AIRCRAFT (IN WIND, SHOCK ABSORBER REBOUND CAN CAUSE MOVEMENT OF THE AIRCRAFT).

PARKING AND MOORING - STORAGE

00 GROUND HANDLING (1)

PARKING AND MOORING (continued)

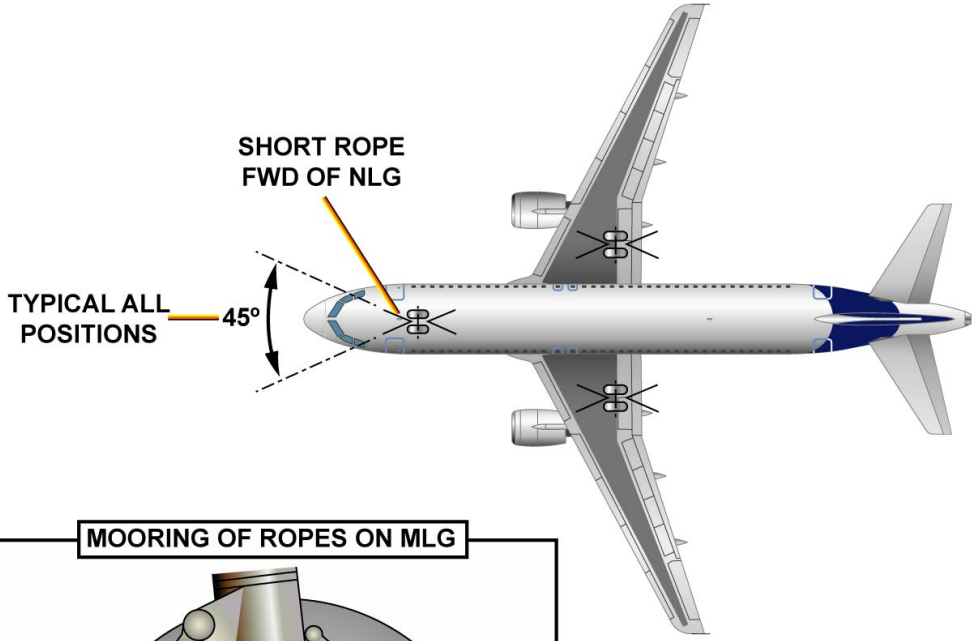
MOORING OF THE AIRCRAFT

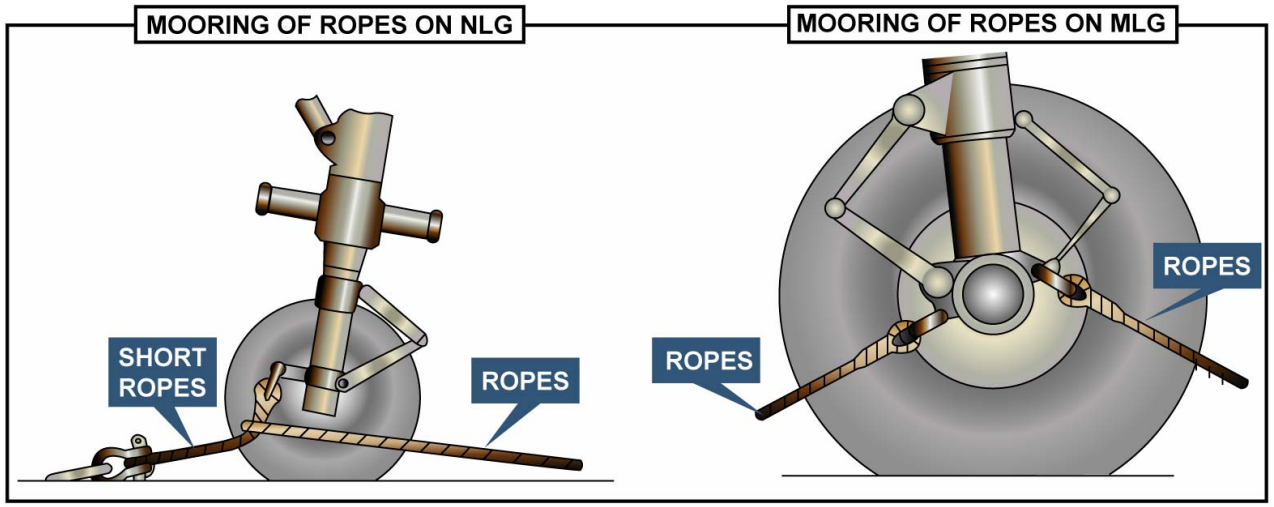
The function of mooring is to prevent damage to the aircraft on ground in high wind conditions.
For wind speeds less than 50 kts:
- Mooring is not necessary if the aircraft configuration is in the limits given in AMM chapter 05-57-00.

If the aircraft points into the wind and wind speed is:
- Between 50 and 70 Kts, moor the aircraft at the NLG,
- More than 70 Kts, moor the aircraft at the NLG and MLG.

If the aircraft does not point into the wind or the direction of the wind is not stable:
- For wind speeds or gusts of more than 50 Kts, moor the aircraft at the NLG and the MLG.

AIRCRAFT MOORING





PARKING AND MOORING - MOORING OF THE AIRCRAFT

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